



WINGS SPREAD

Deadliest week of summer lurks near

By Michael Briggs
12th Flying Training Wing Public Affairs

As Air Force units throughout the world prepare to wrap up their summer safety campaigns following the Labor Day weekend, safety officials are urging people not to grow complacent during the final days of the vacation season.

That advice comes with sound reasoning: Historically, the deadliest week of summer is the fourth week of August, which begins Monday.

According to Air Force Safety Center statistics, the trend during this period is for the Air Force to lose about six people to mishaps, twice the weekly average for other weeks during the 101 Critical Days of Summer from Memorial Day through Labor Day.



Since vehicle accidents are the most common mishap during this period, one Randolph unit decided to place crashed vehicles near the east and west gates as warnings of what can

happen out on the road.

"The idea was born as a way to get a sobering message to our Airmen, their families and all base personnel that we need to be safe when it comes to vehicle operations," said Capt. Ruben Rodriguez, 562nd Flying Training Squadron ground safety officer who spearheaded the safety project. "I was not surprised by the high level of support I received from my commander, the operations group and the safety office for this project. Our



A wrecked vehicle near the east gate serves as a reminder to base drivers to keep safety in the forefront when on the road. (Photo by Steve White)

hope is that as our folks are leaving Randolph and they see those wrecked vehicles that they think about safety on the road."

The project was a joint effort between many organizations including the multimedia center, civil engineer sign shop, security forces and Road Runner Wrecker, the company that donated its services to place the vehicles, Captain Rodriguez said.

The displays also helped the 12th Operations Group earn points for the Battle of the Groups competition between the 12th OG, 12th Medical Group, 12th Mission Support Group and 12th Maintenance Directorate.

The typical causes of vehicle accidents during the summer months are driving long distances

See **Deadliest** on page 5

Washington Circle, south Harmon drive to reopen

By Jennifer Valentin
Wingspread staff writer

Harmon Drive south of New B Street and Washington Circle will reopen next week, perhaps in time for the start of school Monday, announced civil engineer officials this week.

All of the streets connected to Washington Circle will also reopen as that portion of the Harmon Drive project is completed.

"We want to have the area around the elementary school campus open, making it easier for parents and students to get to and from the school," said Dwight Micklethwait, 12th Civil Engineer Division base project manager.

Safety officials ask that the base community be aware of the traffic flow,

"With the roads being closed for several months and no traffic in that area, drivers need to reacquaint themselves with crosswalks and traffic patterns and watch out for our schoolchildren."

Linda Howlett
12th Flying Training Wing ground safety manager

drive defensively and watch out for children coming and going to school.

"Drivers need to be aware at all times of children going to and from the school," said Linda Howlett, 12th Flying Training Wing ground safety manager. "With the roads being closed for several months and no traffic in that area, drivers need to

reacquaint themselves with crosswalks and traffic patterns and watch out for our schoolchildren."

Parents dropping off children in the mornings need to remember that traffic flow at all base gates except the west gate is inbound only until 8:30 a.m. So if they need to exit the base after dropping off their children during

this time, they will need to exit the base through the west gate.

With roads reopening comes changes to the traffic flow.

"Motorists will need to pay close attention when traveling on C Street and Northeast and Northwest Drives," Ms. Howlett said. "Since that area has been closed, motorists traveling on C Street have gotten adjusted to not yielding to traffic coming from the circle on the drives."

Since the construction began, drivers have had to adjust to new routes to get on base and around the base.

"We are anticipating the main gate and Harmon Drive will reopen in December," said Mr. Micklethwait.

He said he's hopeful the gate house, visitor center and inspection station will be done by the end of the year.

12th Flying Training Wing Training Status											
Pilot Instructor Training <small>As of Monday</small>			Navigator, EWO Students				Wing Flying Hour Program				
			562nd FTS		563rd FTS		Aircraft	Required	Flown	Annual	
Squadron	Seniors	Overall	CSO/NFO		CSO	Graduate EWO					
99th FTS	0.2	0.2	USAF	238	OPS	International	6	T-1A	10545.0	10605.8	12,034
558th FTS	3.8	-3.0	Navy	45	Advanced EW	EW Course	0	T-6A	14907.2	15130.2	17,290
559th FTS	-8.5	-2.6	International	3	Integration	Intro to EW	0	T-37B	7916.7	7883.3	8,694
560th FTS	-3.9	-0.9	Total in Training	286			6	T-38C	8660.1	8616.4	10,029
<small>Numbers reflect days ahead or behind for senior pilot instructor training class and an average for all PIT classes currently in training.</small>			<small>Numbers reflect students currently in training. The 562nd shows source of combat systems officer students. Air Force students include Air Force Reserve and Air National Guard. The 563rd indicates students in specific courses.</small>				<small>The required and flown numbers reflect hours flown between Oct. 1, 2004 to date. The annual numbers are total hours for fiscal year 2005.</small>				

AIR AND SPACE
EXPEDITIONARY
FORCE

As of Monday, 51 Team
Randolph members are
deployed in support of
military operations
around the globe

“**PROTECT
YOUR
WINGMAN**”

DUI...
It's a crime
not a mistake

Team Randolph's
last DUI was
July 16, 2005

Commander's Action Line

Call 652-5149 or e-mail
randolph.actionline@randolph.af.mil



While our goal is to provide the best programs, products and services to our customers, there will be instances when people believe we could have served them better. In those cases, I ask the individual to first contact the responsible organization to allow the unit commander or manager an opportunity to ensure professional and impartial treatment.

When those officials are unable to provide satisfaction, the individual may contact me through the Action Line. I will ensure each Action Line call is looked into and a reply is given by telephone or in writing. I ask callers to include their name and telephone number so we may send a personal response.

Col. John Hesterman
12th Flying Training Wing commander

Agency Contact Numbers

12th FTW IG	652-2727
12th FTW Legal Office	652-6781
Base Exchange	674-8917
Civil Engineers	652-2401
Civilian Pay	652-6480
Commissary	652-5102
EEO Complaints	652-3749
Equal Opportunity	652-4376
FW&A Hotline	652-3665
Housing Maintenance	652-1856
Military Pay	652-1851
Randolph Clinic	652-2933
Safety Office	652-2224
Security Forces	652-5509
Services	652-5971
Sexual Assault	
Response Coordinator	652-8787
Straight Talk	652-7469
Transportation	652-4314



**Dedicated
June 20, 1930,
Randolph celebrates its
75th Anniversary in 2005**
Graphic by Michelle DeLeon

WINGSPREAD

**12th Flying Training Wing
Editorial Staff**

Col. John Hesterman
Commander
Capt. Paul Villagran
Chief of Public Affairs
Jillian Speake
Editor

**Prime Time Military Newspaper
Contract Staff**

Jennifer Valentin
Bob Hieronymus
Staff Writers
Maggie Armstrong
Graphic Designer

Wingspread office:

1 Washington Circle, Suite 4
Randolph AFB, Texas 78150
Phone: (210) 652-5760
Fax: (210) 652-5412

Wingspread Advertisements:
Prime Time Military Newspapers
7137 Military Drive West
San Antonio, Texas 78227
Phone: (210) 675-4500
Fax: (210) 675-4577

Wingspread online:

www.randolph.af.mil/12ftw/wing/pa/wingspread.htm

This paper is published by Prime Time Military Newspapers, a private firm in no way connected with the U.S. Air Force, under exclusive written contract with Randolph AFB, Texas. This commercial enterprise Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the Wingspread are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force.

The appearance of advertising in this publication, including inserts or supplements, does not constitute endorsement by the Department of Defense, the Department of the Air Force, or Prime Time Military Newspapers of the products or services advertised.

Everything advertised in this publication shall be made available for purchase, use or patronage without regard to the race, color, religion, sex, national origin, age, marital status, physical or mental handicap, political affiliation, or any other non-merit factor of the purchaser, user, or patron.

Editorial content is edited, prepared and provided by the Public Affairs Division of the 12th Flying Training Wing in accordance with local policy and style guidance. All photos, unless otherwise indicated, are U.S. Air Force photos.

Articles for the newspaper should be submitted by noon Thursday the week prior to the desired publication date. Items can be dropped off on a PC- or Macintosh-formatted disk at the Wingspread office in room 110 of Building 100.

Articles may also be sent by e-mail to wingspread@randolph.af.mil or by fax at 652-5412 or base ext. 7-5412.

For more information about submissions, call 652-5760 or base ext. 7-5760.

Not all checking IDs at gates

Q I was waiting in a line of cars on FM 78 to enter the West Gate on a recent Saturday. When I got to the gate, about 3-4 security policemen were standing there doing nothing while only one of them was checking IDs in the one lane that was open for inbound traffic. I know this was not a peak traffic time, but security forces should take the initiative and open a second inbound

lane when they see 10-12 cars backing up in each lane waiting to turn onto the base.

A Sometimes people will see several security forces members at the gates who are not checking identifications, but are accomplishing other tasks. They may be providing a break to the entry controllers who have been standing out in the elements for long periods, conducting a welfare check, passing on important information, conducting training or

Calling the close ones

By Chaplain (Col.) David Schroeder
12th Flying Training Wing Chaplain



While growing up, my father was always taking my brother and me to the base gym to work out or to watch sporting events. And being a chaplain, he also tried to slip in a lifelesson or two in the process.

One Saturday we were watching a tennis match between two evenly matched players. Because it was a friendly game, there were no officials and each player had to call the other player's shots on his own side of the net.

We watched for a while, and finally my father said, "A game like this gives

a lot of insight into a person's habits. Just watch how they call the close ones."

One of the player's shots hit very near the line and was called out. Then it happened again, and again ... every time it was close, it was always out. But when the other player had a close call to make, again and again, it was always in.

"See what I mean?" My father asked.

"People's habits are often revealed by the way they play. Naturally there are times when it is tough to tell whether the ball is in or out of bounds. Some give themselves the benefit of the doubt, and some give it to their opponent."

My father called the habit of giving others the benefit of the doubt "generosity." Giving others the benefit of the doubt is truly a generous habit, but it is also a key ingredient in our Air Force core value of integrity first. Integrity has been loosely defined as doing the right thing, even when no one is looking. Giving others the benefit of the doubt assures all that we will under no circumstances allow our integrity to come into question.

How do you call the close ones?

Lesson learned from 'ducking the flag'

By Senior Airman Darin Bartholomew
Utah Air National Guard

AIR NATIONAL GUARD, Utah – Not too many days ago I was standing in a formation not unlike the one here today. As the TDY gang received their salutary wave goodbye for the day, we scampered down the stairs even faster than if the building were on fire.

Passing through the side door of the air conditioned building was not unlike stepping from a refrigerator into a greenhouse. Trying to hold my breath, I skipped across the steamy asphalt and through the scorched air, when not far from my car I heard that familiar sound – a trumpet piercing the fiery sky.

Something from inside me, from somewhere in my military training, told me that finding the position of attention would be the right thing to do. Looking around me and noticing that I could not find a single other person who was not already seated in their air conditioned vehicle, I justified uniformity and had what some would call a weak moment and others would call treason. Let's just call it a bad decision as I quickly

finished the last few steps to my car.

With key in hand and without missing a step, I unlocked the car door and slid into even hotter water, figuratively and literally. Entering the car was not unlike stepping from the oven into the fire, both physically and militarily.

They have a name for what I did; it's called "ducking the flag". It means that you failed to immediately come to the position of attention and salute when the sound of Retreat is heard, announcing the National Anthem will soon begin.

I had no longer slid into the hot seat when the preparatory song ended and our national anthem began. I rolled the windows down to let my guilt exit the car with the rest of the trapped air as a cool breeze carried the sweet notes of a tune that to me symbolizes liberty.

As the familiar song increased, plateaued, receded and finalized, I drifted in mind and spirit from the freedom fighters and the lanterns that hung on the north church

See Lesson on page 3

Congratulations Retirees

Today

Master Sgt. Arlisa Harley
Air Education and Training Command

Retirement announcements should be submitted to the Wingspread office by noon Friday two weeks prior to the desired date of publication. E-mail announcements to randolph.retiree.messages@randolph.af.mil or fax them to 652-5412. For more information, call the Wingspread office at 652-5760.

E-mail: *Are you controlling it or is the shoe on the other foot?*

By Lt. Col. Richard Miller
334th Training Squadron commander

KEESLER AIR FORCE BASE, Miss. – E-mail.

We all complain about how much e-mail we get each day, yet we can't imagine doing business without it. However, no other tool in the office has the potential to anchor you to your desk like your inbox.

Not only does a heavy load of e-mail tie us down, it can give us a false sense of accomplishment. Just because the inbox is empty doesn't mean my work is done for the day. In reality, if I haven't been in my facilities talking with my Airmen, I haven't even started.

I have a simple solution to the problem: Ignore it. OK, that might not be practical, but we can prioritize it

along with the rest of our duties.

One of the first things I do each morning is sort my messages by sender and look for my boss' name and do a brief – and I do mean brief – scan for other high-priority messages.

Once that's done, I go about my real duties. There are meetings with real people, writing and reviewing reports and any one of a hundred other things that are more important than reading about the next meeting of the flamingo appreciation society.

Only when I've attended to the priority tasks of the day do I return to my computer and tackle the message traffic.

Bringing your inbox under control is half the battle. To win the war, we need a team effort. We all need to reduce the e-mail traffic we send out because even a "quick kill" message takes time to read, process and delete.

As a commander, I resist the urge to hit the 334 TRS/ALL button for all but the most important messages. This not only reduces the amount of message traffic in the squadron, but when I do send an important message it's not lost among those that aren't so important.

I have a few more ideas:

Keep messages short and to the point. This reduces the time it takes to read and process the information.

Use secure squadron servers to distribute documents like weekly reports rather than shot-gunning them out. This way, they're always available to those who need them without having copies saved on multiple hard drives.

Don't use the "reply to all" button unless you really think everyone cares about your opinion. No one wants to be a spectator to an e-mail

conversation between two people when the information is only relevant to their particular situations.

Most importantly, if something is important, back the message up with a phone call. An e-mail is great for transmitting data and providing record of a conversation, but it's toneless and easily pigeon-holed. Use it in conjunction with a phone call. It has personality, is a two-way conversation and is hard to ignore. If you need a record, send a message afterwards that summarizes the conversation.

E-mail can be an extremely useful tool, but it's only a tool. If we let it become our master, it can keep us from doing the really important things. Get out from behind your desk, meet people face-to-face and use your phone. The best part of service life is the people you get to work with, so go meet them.

Lesson

Continued from Page 1

steeple during Paul Revere's ride to the firefighters of the twin towers of New York City on 9/11.

As the last note rang its final echo off the front wall of the school house, the gruff voice of an onlooker barked "Are you trying to be sneaky or something?" As I scanned the perimeter, I saw the onlooker in a red pickup truck scowling as he circled my position before driving off.

Having experienced the national anthem from within my car instead of from without served a twofold purpose. First, to inspire me to a greater patriotism by suggesting I could stand at attention



and salute during the anthem out of choice and not out of obligation. The second purpose was to inspire my onlooker to seek out my instructors which is how I came to give this speech to you today, to hopefully

inspire you to a greater patriotism as well.

Though I am not grateful for the circumstances, I find myself grateful for the opportunity to suggest that you not treat the sounding of Retreat as the sounds of incoming M60 rounds and your vehicle as your foxhole. But rather treat it as a delicious appetizer to a great spiritual feast that is to follow in our national anthem.

As you each stand at attention and salute the flag of our great nation each day you can find new, unfamiliar spiritual experiences that will inspire each of you to individual greatness and towards new heights of patriotism.

(Editor's note: Randolph Retreat plays at 5:30 p.m.)
(Senior Airman Bartholomew graduated from the 361st Training Squadron's Survival Equipment Apprentice Course)

News

AF One Source offers face-to-face counseling

By Jennifer Valentin
Wingspread staff writer

Air Force One Source provides expanded family support center services through a Web site as well as a telephone support program.

The program recently expanded to offer face-to-face counseling.

One Source will provide local referrals for short-term, in-person counseling at no cost to all active duty, active or inactive Guard and Reserve, and their immediate family members.

To access a counselor in the local area, people can call a One Source consultant directly 24 hours per day, 365 days per year.

"The free counseling services will focus on a variety of everyday issues," said Chris Morrow, family support center community readiness consultant. "Such topics include stress management, work and life balance issues, couples concerns, grief and loss, parenting and adjusting to deployment."

People will receive up to six face-to-face counseling sessions per issue.

When a person calls, they will be asked to provide information about themselves to confirm they are eligible to use the system, Ms. Morrow said.

If eligible, they are asked what their issue is and then provided with a list of counselors in the local area, she said. In cases involving risk factors such as suicide, domestic violence or child abuse, the information can be shared with a One Source consultant. In some of those cases, the local security forces law enforcement desk may be notified.

One Source consultants have master's degrees in fields such as education, social work, early childhood development, psychology and counseling. They have an average of more than five years experience in their field, and many consultants are Certified Employee Assistance Professionals.

Every face-to-face consultant must also be licensed in their respective states.

One Source program managers work with the outside counselors to ensure they understand the military and its programs.

The Air Force One Source program provides personalized support, referrals to military and community resources, online articles, educational material, booklets and workshops on topics from legal issues to health issues to child care solutions.

"AFOS offers military members access to help with life's little and not so little issues, anytime they need it," Ms. Morrow said.

One Source offers a broad variety of advice on different topics including tax help, elderly care, returning to the single life and education concerns.

People can call or visit the Web site as often as they wish, without having to register, and can sign up to receive newsletters and special promotions.

"We highly encourage folks to take advantage of this wonderful resource," said Beth McKinley, family support center flight chief.

To access a counselor, people can call toll-free 1-800-707-5784.

For more information on the Air Force One Source program, visit www.airforceonesource.com, using the user ID of 'airforce' and the password of 'ready' to log on.

20 YEARS AGO

in the Wingspread

- ☆ The 559th Flying Training Squadron recorded its 18th year without a serious accident.
- ☆ Retired Col. Ben Phelper spoke at a "Project Warrior" meeting here. Colonel Phelper was sent into Germany during World War II with the assignment

of being captured and organizing resistance in a Prisoner of War camp. With a cover story of being an enlisted man, he was in fact shot down, captured and spent two years in a German POW camp. His story became the basis for the movie "Stalag 17" and later the "Hogan's Heroes" television series.

- ☆ Base civil engineers were tasked to redesign parking on base so no more than 10 percent of the 8,000 spaces can be marked as reserved. Extra parking spaces were built at Buildings 399 and 581 six months later.



2nd Lt. Patrick Applegate
B-52H
Barksdale AFB, La.



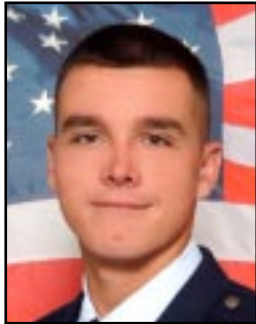
2nd Lt. Andrew Bauer
B-52 (EWO)
Barksdale AFB, La.



Ensign Britta Bengtson
P-3
NAS Jacksonville, Fla.



2nd Lt. Beth Brockshus
RC-135 (EWO)
Offutt AFB, Neb.



2nd Lt. Mathew Florenzen
EC-130H (EWO)
Davis-Monthan AFB, Ariz.



Ensign Matthew Geer
EP-3
NAS Whidbey Island, Wash.



2nd Lt. Mark Henry
RC-135 (EWO)
Offutt AFB, Neb.



Ensign Scott Hook
P-3
NAS Jacksonville, Fla.



2nd Lt. Jamie Johnson
EC-130H
Davis-Monthan AFB, Ariz.



Ensign Kelly Logan
P-3
NAS Jacksonville, Fla.



2nd Lt. Philip Lorenzini
C-130
Little Rock AFB, Ark.



2nd Lt. Joey Lubbers
C-130
Yokota AB, Japan



2nd Lt. Michael Matt
B-52 (EWO)
Barksdale AFB, La.



2nd Lt. John Owens
B-52H
Barksdale AFB, La.



2nd Lt. Alex Parkalob
RC-135 (EWO)
Offutt AFB, Neb.



2nd Lt. Christopher Rolfe
KC-135
Robins AFB, Ga.



Ensign Calvin Staley
P-3
NAS Jacksonville, Fla.



2nd Lt. Timothy Stearman
C-130
Pope AFB, N.C.



2nd Lt. Shelli Tate
C-130
136th AW, Fort Worth, Texas



Lt. j.g. Darrien Thomas
P-3
NAS Jacksonville, Fla.



2nd Lt. Craig Watkins
C-130
911th AW, Pittsburgh, Penn.



2nd Lt. Sean Williams
AC-130U
Hurlburt AFB, Fla.



CSO graduation set for today

Sixteen Air Force and six Navy aviators receive their navigator and naval flight officer wings during a Combat Systems Officer graduation ceremony here today. The ceremony is at 10 a.m. in the Randolph Officers' Club.

The guest speaker is Col. Mariano Campos, Jr., from Headquarters Air Force Recruiting Service.

As the chief of plans and resources division, Colonel Campos is responsible for personnel, logistics and plans and programs for all Air Force recruiting programs nationwide.

Air Force announces chief of staff retirement ceremony

WASHINGTON (AFPN) – Air Force Chief of Staff Gen. John Jumper will retire after 39 years of service at a Sept. 2 ceremony at Andrews Air Force Base, Md. His effective date of retirement will be Nov. 1.

Acting Secretary of the Air Force Pete Geren will preside

over the ceremony, and Gen. T. Michael Moseley, currently serving as Air Force vice chief of staff, will be sworn in as the 18th Air Force chief of staff.

The ceremony will air live on the Pentagon Channel and through streaming video online at www.af.mil.

Colonel Campos's previous assignments include special assistant to the commander in chief and chief of the command center support branch for U.S. Strategic Command at Offutt Air Force Base, Neb. The colonel was later assigned as the 367th Recruiting Group deputy commander at Robins AFB, Ga.

Col. John Hesterman, 12th Flying Training Wing commander, is presenting the students with their respective service's silver wings or gold wings, as well as presenting four special awards during the ceremony for student achievement.



Gen. John Jumper



Gen. T. Michael Moseley

NEWS BRIEFS

Law school programs

Applications are now being accepted for two law school programs. Under the Funded Legal Education Program, officers in the grade of captain or below can attend an accredited law school for a law degree.

Under the Excess Leave program, officers in the grade of captain or below can be granted unpaid leave to complete their law studies.

Interviews must be completed by March 1, 2006. Information is available in Chapters 2 and 3 of Air Force Instruction 51-101. If interested, contact Maj. Olga Singuefield, 12th Flying Training Wing Judge Advocate Office, at 652-5487.

Annual gas leak detection survey

The 12th Civil Engineering Division conducts its annual base-wide gas survey next week. This is a Department of Defense safety requirement.

Flyers have been distributed to housing occupants identifying dates and times when work will be accomplished in specific areas of the base. Occupants are requested to secure their pets, although entry into homes is not required and occupants do not need to be present during the survey.

For more information, call the housing office at 652-3334 or Clifton Young, project manger, at 652-3155.

Guide for guest speakers

The 12th Flying Training Wing Public Affairs office reminds people that persons volunteering to speak about military topics in community venues should clear the presentation with the community relations branch in advance of the presentation.

The community relations office is responsible for ensuring presentations do not violate Department of Defense directives and that remarks do not imply Air Force sponsorship of content which may be partisan or contrary to national policy. For more information, call Staff Sgt. Lindsey Maurice at 652-4407.

Pediatric dental patients needed

The Pediatric Dental Service at Lackland needs patients for their dental training programs. Free dental screenings are provided for all eligible military medical beneficiaries between the ages of 7-13 years from 8 - 11 a.m. Wednesday at the Skylark Community Center, Building 6576.

Children receive a dental screening exam and appropriate follow-up treatment. If available, parents should bring a copy of their child's treatment plan or referral letter from their private dentist.

For more information, contact Staff Sgt. Shannon Lilley at 292-4072.

Commander to speak at luncheon

Brig. Gen. (Dr.) David Young, commander of the 50th Medical Wing at Lackland's Wilford Hall Medical Center, will speak about the Base Realignment and Closure Commission and the San Antonio military medical facilities Aug. 26 at the Military Officers Association of America luncheon.

The luncheon takes place at Lackland's Gateway Consolidated Club at 11:30 a.m. Tickets are \$15. For reservations, call the Alamo Chapter office at 228-9955.

Munitions offices closed

The Randolph munitions office is closed Sept. 5-9. All requests for munitions for the week of Aug. 29 must be submitted not later than today.

SARC ready to help victims of sexual assault

By Jillian Speake
12th Flying Training Wing Public Affairs

Randolph's permanent Sexual Assault Response Coordinator has arrived and is ready to help victims of sexual assault.

Clara Schueler replaced Capt. Niki Rasnake, interim SARC, Monday and is now responsible for Randolph's Sexual Assault Prevention Outreach program.

The program, launched Air Force wide in June, provides a single point of contact, the SARC, who helps victims of sexual assault and addresses related issues. The single point of contact means there is someone available 24 hours a day, seven days a week to ensure a support system is provided around the clock for sexual assault victims, Ms. Schueler said.

"The role of the SARC is a multi-faceted role," she said. "There is the response part, which is supporting the victims of sexual assault, and then there is the prevention part, which includes getting information to the community and increasing awareness to the base population."

Ms. Schueler has spent the last several weeks learning just how to do that during the Air Force sexual assault training class at Scott Air Force Base, Ill. The training touched on a variety of topics such as the dynamics of trauma, Department of Defense definition of sexual assault, how to take care of yourself and how to develop safety plans.

This type of training isn't new to Ms. Schueler, who spent most of her 20 years on active duty in the Army working as a behavioral science specialist at Fort Sam Houston and other locations. She received hands-on experience in the military, to include training and counseling for various assignments, including those involving drug and alcohol counseling, crisis intervention for spouse and child abuse, and rape counseling.

Following her retirement from active duty, she began her second career as a DoD civilian, serving as a substance abuse counselor, Family Advocacy Program manager and as Director of Army Community Services, which is equivalent to the Air Force's Family Support Services. Mrs. Schueler completed the National Victim Assistance Academy and later obtained her certification as a credentialed Advanced Victim Advocate with a comprehensive specialty.

Her education background includes a bachelor's degree in social psychology from Park University and



Clara Schueler

a master's degree in human relations from the University of Oklahoma.

Even with experience and education, working in a position that has never existed before can sometimes come with a few challenges.

The biggest and most important challenge is getting the word out to the base population, she said.

"I need to make sure that I set this program up the way the Air Force wants it and that I can make this program visible enough that anyone who is a victim knows how to get to us to get some help," she said.

The Air Force has five main focus areas in its efforts related to sexual assault, said Charlene Bradley, the Air Force's Sexual Assault Task Force leader. They are policy and leadership, prevention through training, providing responsive victim care, enhancing reporting through avenues of restricted and unrestricted reporting, and improving prevention and response in the deployed environment.

"Our significant goal is prevention," she said. "We're going to do everything we can to prevent sexual assaults from happening through understanding the crime and the consequences, emphasizing respect and our core values in our training. But if it happens, we intend to make sure the victim gets the care (he or she needs) to heal."

People who have received a report of sexual assault or are a victim of sexual assault can reach Ms. Schueler through the SARC hotline at 652-8787.

Club membership drive starts soon

By Shelta Reese
12th Services Division

The 2005 Air Force Club Membership campaign kicks off Sept. 1 and runs through Nov. 30.

The goal of the campaign is to increase worldwide club membership and inform the Air Force community about the benefits as well as the various activities the clubs offer.

A kickoff event for club members takes place at the officers' club Sept. 1 from 4-7 p.m. and at the enlisted club Sept. 2 at 11 a.m. There will be complimentary food and entertainment for members as well club representatives in the lobbies for those who aren't members and would like to join.

Also part of this year's campaign is the "Grand

Giveaway" drawing. Current members and new members who sign up during the campaign are automatically entered in the drawing. The Air Force Services Agency will award six prizes to new members of Air Education and Training Command clubs, and six prizes to current AETC members at the end of the membership drive, giving 12 members a chance to win \$1,000 credit to their club membership card account.

New members are those who join an Air Force club from Thursday to Nov. 30 and were not members anytime during the period of June 1 to Aug. 31. Current members are those people who were a member of an Air Force club as of Aug. 31 and are automatically entered into the drawing. Winners must meet the eligibility requirements of club membership and must also be in good standing.

In addition to the \$12,000 in "Grand Giveaway"

prizes, each Randolph club will also give away two New Year's Eve packages at the end of the membership drive. The package includes tickets for four to the club's New Year's Eve celebration event and includes on-base lodging. There will be one package from each club for a new member and one for a current member. Current members must go to the cashier's cage to enter the drawing. New members are automatically entered.

New club members will pay no dues until 2006, receive a 12th Services Coupon Book, which is a \$200 value, be eligible for a weekly drawing for \$25 in club bucks and a monthly drawing for a \$200 credit for a club special function.

For more information about the Chase Bank sponsored "Grand Giveaway" membership, visit the clubs.

Deadliest

Continued from Page 1

without rest, driving drunk, driving at a high rate of speed or doing all of those things at the same time, safety officials said. The bottom line is nearly all vehicle fatalities are preventable.

"Preventable accidents and injuries reduce our readiness, increase personnel ops tempo and can adversely affect morale," said Michael Dominquez, former acting secretary of the Air Force.

The Air Force does not have concrete evidence as to why the fourth week of August is historically the most tragic in the summer months, but Lt. Col. John Massee, 355th Wing chief of safety at Davis-Monthan Air Force Base, Ariz., surmised it's because of two reasons.

"(The first reason) is complacency. Everything has gone fine for the individual to this point and the person's guard may drop," Colonel Massee said. "The person may overlook this time period by thinking more about Labor Day weekend, when we, as an organization,

place greater emphasis on safety."

The second reason is people rushing to get it all in, Colonel Massee added.

"The summer is winding down and people may try to get all their plans accomplished ... and end up taking too much risk or not accounting for the risks involved," he said.

With an air and space expeditionary force rotation right around the corner, the number of Airmen trying to get in those last days of leave is also on the rise.

Leaders should play an active role in preventing mishaps related to these factors.

"Commanders and supervisors are accountable for safety practices and performance and must take action to reduce mishap rates," said Air Force Chief of Staff Gen. John Jumper in a February 2004 sight picture. "Most important, we all have to get rid of the idea that safety is a concern only when on-duty. Safety has to be part of every Airman's daily life – in combat, on the commute to and from work, at home, and on vacation – anywhere you might be."

(Senior Airman Brandy Dupper-Macy of 355th Wing Public Affairs at Davis-Monthan Air Force Base, Ariz., contributed to this story)

BATTLE of the GROUPS

The Battle of the Groups competition kicked off as part of the Operation Summer Survivor: Xtreme Challenge campaign which runs through Sept. 5.

The goal of the competition is for base organizations that belong to 12th Flying Training Wing Groups or Directorates to gather as many points as they can by performing different safety checks or safety related events around base.

GROUP	TOTAL
MDG	3,857.00
OG	2,466.77
MX	1,234.30
MSG	543.11

Video raises suicide awareness

Dramatization aimed to educate, prevent senseless loss of life

By Airman 1st Class Kiley Olds
7th Bomb Wing Public Affairs

DYESS AIR FORCE BASE, Texas (AFPN) – Creators of a video filmed at Dyess Air Force Base are hoping it will educate, prevent and lower the risk of suicides across Air Combat Command as well as the rest of the Air Force.

"Air Combat Command Off-Duty Survivor Stories: Suicide Choices; Terminal Consequences," is the second in a series of videos by the 436th Training Squadron's multimedia flight highlighting key Air Force issues. The video was released Aug. 10.

"The common theme (of the series) is Airmen talking about their experiences and what they went through in order to help save another's life," said Senior Master Sgt. James Jarvis, 436th TS multimedia flight superintendent and director of the video.

The video, filmed with Dyess Airmen filling various roles, tells the story of Airman Basic Justin Dundee, a fictional Airman whose life has taken a turn for the worse after receiving an Article 15 for underage drinking and writing dishonorable checks at the base exchange.

"It felt like my life was falling apart, and I had screwed everything up," Airman Dundee said during the video. "One by one, everything that I cared about seemed to be disappearing: my girlfriend, my career, my friends and most importantly my self-respect. I didn't care what happened to me anymore, and I didn't believe anyone else did either."

Not caring what happens to him, the video portrays how Airman Dundee applies a permanent

solution to a temporary problem.

The dramatization involving Airman Dundee is based on common themes that prevailed in actual Air Force and DoD-documented cases, Sergeant Jarvis said. Following Airman Dundee's story, three Airmen talk about how suicide has affected them personally.

In his Oct. 21, 2004, sight picture, Air Force Chief of Staff Gen. John Jumper said 57 people were lost to suicides the previous year. He called the losses a dramatic and tragic increase from the year before.

Because Air Force suicides are rising, Sergeant Jarvis said he wanted to address the problem by creating something different than what was already available on the subject.

"We wanted to create a video production that targets (a) peer and is based on being a good wingman and saving another's life," Sergeant Jarvis said. "We didn't want to create a training video which was essentially a lecture, or (target) one particular group. Instead, we wanted to create a product that could hit home with everyone and emphasize the need for Airmen to look after one another."

After checking the current Air Force and DoD multimedia database and realizing there was not anything with a similar premise, the video found its start.

"The goal of the film is to bring an awareness of the problem of suicide and deliver a message to motivate others to be good wingmen," Sergeant Jarvis said. "This will help give Airmen the tools they need to help their fellow Airmen from taking a permanent solution to a temporary problem."

According to the 2005 U.S. Air Force Posture Statement, because of the increased suicide rate among

Airmen, "All Airmen have a responsibility to get involved, pay attention and ensure the health and well-being of their wingman. It's not a program, it's a mindset, a cultural shift designed to take better care of our most valuable resource -- our people."

Keeping in line with the posture statement, its message is summed up at the end of the video's first segment by Airman Dundee: "So where will you be when it counts? In the background, hoping your co-worker or friend won't actually hurt themselves, or on the frontline of defending their lives? What kind of wingman and friend do you plan to be?"

The first video in the video series is "Motorcycle Mishaps." Like "Suicide Choices," the video features three Airmen telling their stories about motorcycle survival to increase awareness of wearing proper safety equipment and exercising good judgment while riding a motorcycle.

Both productions are available to any DoD person and can be obtained through the Joint Visual Information Services Distribution Activity in either DVD or VHS format.

To order either production, Airmen can visit <http://dodimagery.afis.osd.mil/davis/> or submit a fax request to DSN 795-6106.

When sending a fax, Airmen must include the production's PIN number, title of requested production, choice of DVD or VHS and number of required copies. The PIN number for "Suicide Choices" is 614503 and "Motorcycle Mishaps" is 614351.

Copies of the productions are free when mailed to an official military address and should be received within two to three weeks.

Safety office reminds drivers to watch out for buses, children

By Jennifer Valentin
Wingspread staff writer

For more than 20 million students, the school day begins and ends with a ride on a school bus. But according to the National Highway Traffic Safety Administration, the risk is not riding the bus, but rather walking to and from the school bus.

With school starting Monday, the NHTSA and the base safety office remind Randolph drivers to practice cautious driving, especially around school bus stops.

"Everyone should remember kids at bus stops don't necessarily focus on the traffic around them, because they tend to be more focused on the school day," said Staff Sgt. Jeff Linville, NCO in charge of inspections and assessments at the wing safety office.

"That is why drivers should always be aware of children in the roadways and always stop when buses have their red hazard lights illuminated."

When a bus' yellow lights are flashing, that indicates that the bus is preparing to stop. When a bus' red lights are flashing, and the stop sign is extended from the bus, drivers should stop and wait to continue to drive until the bus begins moving again.

It's also important for drivers backing out of a driveway or parking space to watch out for children walking or riding their bikes to school. When drivers



are in a neighborhood area, they should slow down and watch for children walking in the street or playing near the school bus stop area, according to the NHTSA.

Children who are late for school often aren't aware of traffic around them and may dart out in the street trying to catch their bus.

The responsibility to keep children safe, however, does not fall solely on the drivers' shoulders. Children must also be reminded of safety rules when riding the

school bus.

Children should plan to arrive to the bus stop at least five minutes before the bus is scheduled to arrive, according to the NHTSA. When the bus approaches, children should stand at least six feet away from the curb and should make sure the driver says they can enter the bus after it has stopped.

If a child has to cross in front of the bus, they should walk on the sidewalk or along the side of the road to a point at least 10 feet ahead of the bus before they cross. They should be sure the bus driver sees them and that they see the bus driver, according to the NHTSA. Children should never walk behind the bus, even if it is stopped.

"Students who ride the bus should always stop, look and listen before crossing the street," Sergeant Linville said. "They should also always make eye contact with drivers before crossing the street, which is a good rule of thumb for all pedestrians."

When children enter or exit the bus, they should be sure to use the handrails to avoid falls. They should also be careful when they exit, that their book bags or any straps don't get caught on the handrails or doors.

According to the NHTSA, if a child drops something near the bus, he or she should tell the driver. The driver may not see the child bend down to pick something up.

Tour of San Antonio takes place Aug. 26

By Jennifer Valentin
Wingspread staff writer

The family support center's San Antonio Tour has been a popular way to introduce Randolph newcomers and locals to the city for many years.

The next tour takes place Aug. 26 from 8:30 a.m. to 3 p.m. The tour includes shopping, historic site visits and lunch.

"The tour is a wonderful way to see the sights and

learn something about the roads and highways in San Antonio, while meeting others and possibly making life-long friends," said Ellen Waters, relocation assistance specialist.

The tour stops at historic sites such as the Alamo, Mission San Jose, Guenther House, Pioneer Flour Mills, Riverwalk and El Mercado. The group also stops for lunch along the way.

Up to 25 people can join the tour. Participants get off the bus at various stops and visit the sites of the city.

A volunteer tour guide from the base escorts the

group. If anyone is interested in becoming a tour guide, they can call Ms. Waters.

The tour is free of charge and open to Randolph members and their families. Attendees are asked to bring money for lunch. The family support center provides free childcare through the family day care program.

"I encourage those who are new to San Antonio and those who have been here a while to take the tour and learn about a great city," Ms. Waters said.

To sign up for the tour, call 652-3060.

99th Flying Training Squadron



UNIT SHIELD

The official shield of the 99th Flying Training Squadron was adopted by the 99th Fighter Squadron in 1944. It has a golden orange ring surrounding a blue field representing the sun and sky, respectively. Nine segments on the ring and nine stars on the field together represent the 99th Squadron. The winged panther is shown in a striking position, representing the fearless fighters ready to carry out their missions.

UNIT HISTORY

The 99th Flying Training Squadron began its career as the 99th Pursuit Squadron in 1941 just before the start of World War II.

A group of Negro businessmen had been urging President Roosevelt to expand opportunities in the armed forces for black Americans by letting them fly military aircraft. Under the strict rules of racial segregation then enforced in the War Department, there were no all black flying units, so a new unit had to be created and a new field for segregated flight training was also required. Tuskegee University was chosen as the site and construction began in July. Then in November 1941, the first class for the new 99th FS began flight training, although it was officially identified only as an "experiment."

The ranking officer in that first class was Capt. Benjamin O. Davis, Jr., a graduate of West Point and son of the Army's first black general officer. He went on to command the 99th PS and later the 332nd Fighter Group, the only all-black flying group of the war. He retired from the Air Force in 1970 as a lieutenant general.

With their name changed to the 99th Fighter Squadron, the aircrews arrived in French Morocco in April 1943. A month later they flew their new P-40 Warhawk fighters in combat for the first time, striking military installations on the island of Pantelleria, off the coast of Sicily.

Pilots of the 99th FS flew the same kinds of missions other squadrons flew, such as ground attack, interdiction, close air support, ship convoy cover and bomber escort, but they were still identified as a separate squadron because they were an all black unit.

The 99th FS followed the front lines of combat from North Africa to Sicily and on to Italy. On May 1944, the squadron was assigned to the 332nd Fighter Group, a new all-black unit that included the 100th, 301st and 302nd Fighter Squadrons, all manned by pilots from the Tuskegee program. Their missions took them across all the Balkan countries, into Austria, Germany, France, and throughout Italy. And they never lost a bomber they were escorting to enemy fighters.

All together the four squadrons flew more than 15,500 sorties by the time the war in Europe ended. Their 450 pilots claimed 111 enemy aircraft shot down and another 150 destroyed on the ground. The red tail flash that marked the P-51s flown by the 332nd FG became famous because of the bravery and skill of the pilots. Pilots of the four squadrons earned a total of 95 Distinguished Flying Crosses and the 99th FS received three Distinguished Unit citations.

The combat record of the four all-black squadrons, the Tuskegee "experiment," and the record of many other segregated units throughout the military during the war reinforced a rising public demand for equal treatment, such that President Truman signed an executive order in 1948 ending segregation in the armed forces. This order set a new standard for the nation although it still took another generation for the principles it represented to take effect through the maze of state and federal laws and regulations.

After the war and then flying P-47 Thunderbolt fighters, the 99th FS was assigned first to Godman Field, Ky., and then to Lockbourne Air Base, in Ohio, and finally deactivated in July 1949.

In June 1988, the 99th FS was reactivated at Williams AFB, Ariz, as the 99th Flying Training Squadron, flying the T-38A in undergraduate pilot training. When Williams AFB was closed in 1993, the squadron relocated to Randolph where its mission became training instructor pilots in the T-1A Jayhawk.



Lt. Col. Jack Burns (left) 99th FTS, briefs T-1A pilot instructor trainees 1st Lt. Dave Damron and Capt. Mike Chavis (far right) while instructor pilot Maj. Bobby Loher (center) 100th FTS, monitors their planning. (Photos by Steve White)

From Tuskegee to today, 99th FTS maintains heritage

By Bob Hieronymus
Wingspread staff writer

What was once just an "experiment" 64 years ago, is today the place where students become instructors in the T-1A Jayhawk.

The 99th Flying Training Squadron's mission is to train instructor pilots for the Air Education and Training Command's Specialized Undergraduate Pilot Training Program.

That's a vastly different situation than they faced in 1941 when their mission was to stand up a new unit to support segregated flight training.

The Tuskegee Airmen went on to do great things in World War II including never losing a bomber they were escorting to enemy fighters.

Today, graduates of the squadron's program go on to train pilots who fly multi-engine airlift and refueling aircraft. The squadron also conducts crew resource management training for students in the Combat Systems Officer course of the 562nd and 563rd FTSs.

On the usual three-hour training missions, the crew normally consists of an instructor and two students who alternate in the left or right seat and the observer's jump seat.

Training missions can involve everything from simple base landing procedures and advanced instrument flying to complex low-level navigation exercises, formation flying or airdrop or refueling sorties. On some sorties, the student simulates flying the tanker aircraft and on others the aircraft looking to rendezvous and refuel.

In all these missions, however, the emphasis is on "teaching the teachers" who train undergraduate pilots to perform the duties required of the aircraft commander.

The Jayhawk is equipped with the glass cockpit features common to newer military aircraft, said Lt. Col. Jim Garrett, 99th FTS commander. "The plane handles so smoothly, the students can concentrate on the lesson

objectives. That makes it an ideal platform for teaching the elements of our syllabus."

A student who needs the full course of instruction receives about 250 hours of combined classroom, computer-based, simulator and cockpit time during 14 weeks of training.

To help maintain order, the squadron has a new piece of equipment that helps the duty officer keep track of aircraft out on missions. The Web Situation Display is a large plasma screen, fed by a secure data link from Federal Aviation Administration radars, that shows the instantaneous location of all T-1A aircraft in the squadron's geographic area of interest.

Using the unique squawk code assigned to T-1A aircraft, filters in the system allow the display to show only the aircraft in the air of the same type. At a glance, the duty officer can see where all the squadron's aircraft are, identified by mission call sign and altitude.

The squadron has 27 T-1A assigned here, but regularly keeps nine of them at Pensacola Naval Air Station, Fla., where they support the Navy's flight officer program there.

"Our assigned strength is 31 instructor pilots, but we also have 16 Reserve IPs from the 100th FTS who work with us on a daily basis," Colonel Garrett said. "In addition, we have another 17 IPs attached from various units on Randolph. It's really a seamless integration of people with different flying backgrounds. With this staff, we fly 16 to 20 missions a day and graduate about 110 JSUPT instructors a year."

In addition to its daily missions, the squadron maintains a well-designed heritage hall honoring the efforts of the Tuskegee Airmen. The paintings in the squadron auditorium and a 35-foot photographic mural feature the wartime contributions of both commissioned and enlisted African Americans. Every year the squadron gives orientation rides to Tuskegee University ROTC cadets and other students.



Instructor pilot Maj. Bobby Loher (left) 100th FTS, discusses an upcoming mission at the door of the T-1A with pilot instructor trainee 1st Lt. Dave Damron.

Golf course renovations complete, celebration scheduled

By Jennifer Valentin
Wingspread staff writer

With the renovations complete and the new greens ready for play, the Randolph Oaks Golf Course staff invites Randolph members to celebrate with them Aug. 26-27 from 10 a.m. to 2 p.m.

"We invite everyone to come out and help us celebrate our newly renovated course, which is even better than before," said Troy Gann, golf course director.

The event will have putting contests, free drawings, and free hot dogs and drinks.

The irrigation project started in May 2004 and was finished in March 2005, while the renovation of the golf course greens area also started in May 2004 and was finished this month.

"The two projects allow us to be a better facility for our customers, giving them a great place to play golf," Mr. Gann said. "Having the golf course on the base makes it easy for those who want to get away and enjoy their hobby."

Besides the course, the Randolph Oaks

Golf Course offers a snack bar, driving range, proshop and golf lessons.

"The golf course is a prime source of recreation for Randolph personnel in a sport which can be very expensive off base," said Mike Casey, 12th Services Division business flight chief. "A lot of business is conducted on golf courses, and many friendships and professional relationships are developed there as well. Our course does the same for the Randolph community."

Mr. Gann encourages everyone to come out to the golf course and see what it has to offer.

"The Randolph Oaks Golf Course improvements will let the course compete with San Antonio's finer courses and support the mission of Randolph and the Air Force," Mr. Gann said.

The course is open to active duty members, Department of Defense personnel, retirees and dependents. The golf course is open daily from 6 a.m. to dusk.

For more information on the golf course, call 652-4653.



AETC/DP upsets 12 CS to open playoffs

Bottom seed knocks off top seed to advance in winner's bracket play

By Michael Briggs
12th Flying Training Wing
Public Affairs

Greg Brown drove in three runs to lead Air Education and Training Command Directorate of Personnel over the top-seeded 12th Communications Squadron 5-3 in the intramural playoffs opener on a hot and dusty Rambler Field Tuesday night.

The shortstop led a quiet but effective DP offensive attack with the top of the order providing nine of the team's 11 overall hits and all five RBIs.

Leadoff hitter O.T. Ortega went 2-4, scored a run and had an RBI. Dan Yeck followed in the two-spot with a 3-4 performance and scored two runs. No. 3 hitter Boomer Bobeck was 1-2 with a sacrifice fly RBI and a run scored. Extra hitter Richard Howze went 1-3 in the cleanup slot, and Brown went 2-3 knocking in three runs.

DP entered the playoffs as the final seed after finishing the season with an 8-7 record in the Tuesday-Thursday division. CS posted a 12-3 mark as the No. 1 seed in the Monday-Wednesday division and will now have to battle through the loser's bracket to advance in the double-elimination tournament.

While on paper CS should have been heavily favored over DP, the upset did not surprise DP coach Paul Masoni.

"We built some momentum



Rod Merritt, Air Education and Training Command Directorate of Personnel right-center fielder, singles in the second inning of his team's 5-3 win over the 12th Communications Squadron Tuesday at Rambler Field. In addition to this hit, Merritt made a diving catch in the fourth inning to rob CS's Rob Reed of a single. (Photo by Rich McFadden)

heading into the playoffs including beating the top team in our division," he said. "Our record didn't indicate the quality of our team. We only lost one game by more than two runs all season long."

The formula for the team's success Tuesday was timely hitting and stingy defense.

DP scored two runs in the top of the first and third innings to provide all the offense they needed to beat a CS team that never got rolling. CS averaged only four batters per inning in producing three runs on just nine hits. Shortstop J.D. Stevens and catcher Jack Duquette had two hits each to lead the offense.

"AETC/DP played an excellent ball game," said Kris Kite, CS

pitcher. "Balls were hit to them, they fielded them and made great defensive plays. Offensively, we did not hit the gaps for base hits, and softball is a hitter's game."

On defense, DP turned two double plays to kill potential CS drives and Rod Merritt made a diving catch in short right-center field in the fourth inning to keep CS from getting anything started.

"This was a good win and one of our better defensive games of the year," Masoni said. "It's a great way to start the playoffs and proves we have the ability to play with anyone."

Winners advance to semifinal games Tuesday and the championship game takes place Wednesday at 6 p.m. at Rambler Field.

SPORTS BRIEFS

Bowling league

Randolph's Sunday Night Mixed Bowling League meets Aug. 28 at 6 p.m. at the bowling center to sign up new bowlers and discuss league rules.

For more information, call Judy Smith at 659-0648.

Intramural bowling begins

Randolph's intramural bowling league begins play Monday at 5:15 p.m. There is still room for more teams and players.

For details, call Andy Anderson at 846-0944 or e-mail Andyate@aol.com.

Pep rally

The Randolph community is invited to attend the first pep rally of the year in support of the Randolph High School Ro-Hawks Wednesday at 6:30 p.m. in the school gym.

Men's ice hockey team forming

A men's ice hockey team is currently forming on base. It is a noncompetitive recreational league that would meet off base.

Men interested in joining the league should call Brad Barrier at 565-4283 or e-mail him at brad.barrier@randolph.af.mil.

Water aerobic classes

Free aerobic classes are held Monday and Wednesday from 10-11 a.m. at the center pool.

For details, call the fitness center at 652-5316.

Head coaches needed

The fitness center is looking for head coaches for the upcoming 2006 men's and women's varsity basketball teams. Teams play against local bases in and around Texas. The season starts mid-September and could run through March.

If interested, call Rikk Prado at 652-2955.

Golf clinic

A free retiree golf clinic will be held Saturday from 9-11 a.m. at the golf course.

For more information, call 652-4570.